

# 2010 Nominations & Motions

## Executive Secretary Report

*John T. Hanks III, Executive Secretary*

Your 2010 ballot is in this issue of Model Yachting. The ballot is your shipping label, so do not throw it away, instead fill it out and mail it to me by September 30 so it can be counted.

The offices that are to be voted on are the President, Vice President, Treasurer, Region 1 Director and Region 2 Director. You will see that there was no candidate nominated for the Region 2 position, so as of January 1 next year that position will be vacant. The new President will appoint a new Region 2 Director once he takes office. A list of Class Secretaries is also on the ballot. The only contested election there is the ODOM Class. There are three Bylaw motions on the ballot. The first deals with reapportionment of Region 3, the second effects the administration of COAs and the third deals with hull registrations over the life of the hull. There are also significant motions to change the J and Soling 1 Meter class rules on the ballot. Please review all of the issues carefully and vote for what you believe is best for the AMYA and your class.

Note for S1M-M3 and S1M-M4: S1M-M3 and S1M-M4 affect the placement of bulkheads in the hull. S1M-M3 mandates bulkhead placement and S1M-M4 allows them to be removed. Either one of, or both of these motions can be defeated if they do not receive a majority of yes votes. If both motions are defeated then the current section governing the placement of bulkheads will prevail. If both motions pass then the motion that receives the most yes votes will prevail.

## AMYA 2010 Nominations

### Two Nominations for President:

**Jim Linville, AMYA #8224**, nominated by Cliff Martin, AMYA #9660, Second by Theodore Roybal, AMYA #16161

*Comments:* Jim Linville has been a member of the AMYA and Minuteman Model Yacht Club, #25, since 1993. After joining, Jim quickly became an integral part of our club and the regional sailing scene by attending almost every regatta and fun sail. Not surprisingly he became one of the leading skippers in the club. During this time he perfected not only his skill as a skipper but his skills in building model yachts. He worked with other club members to design and build hulls, masts, sail rigging and various model yacht components which he shared with other club members. He helped to ensure that new and old club members alike were able to build and sail competitive yachts.

He quickly assumed a leadership role in our club by taking on the thankless job of coordinating the complicated regatta schedule. This schedule was then published in a very so-

phisticated newsletter that he and his wife were instrumental in writing. As surrounding clubs began to contribute to the MMYC schedule, it soon grew to become the "Region 1" sailing schedule. While others have taken on some of the writing load, to this day he is still co-editor/publisher of both the schedule and newsletter.

Jim's hallmark is his willingness to tirelessly work behind the scenes to motivate, to coach and to make things happen. He has traveled broadly to sail in many regattas, not only in Region 1 but coast to coast, north to Canada, across the Pacific to New Zealand and across the Atlantic to England, always being a real ambassador of model yachting. It is only recently that his active schedule allowed him to take on the role of Vice Commodore of the Minuteman Model Yacht Club.

While Jim was very active in club activities, he has begun to take an interest in regional AMYA governance and in 1999 he was elected Director for Region 1. During this period he worked tirelessly with other clubs to help organize and administer regattas and boat shows at Woods Hole, Mass. and Race Week East at Mystic, Conn. Nationally Jim served on the EC12 Class Advisory Committee (CAC) and currently serves on the Soling One Meter CAC.

As his interest in AMYA increased he also became US One Meter Class Secretary in 2000. During his first five year tenure in this position, he revised the comprehensive US One Meter Construction Guide originally written by Bob DeBow and Bill Turner. He used this opportunity to guide new boat builders with hands on as well as by answering countless questions. In 2007 he took over as US One Meter Class Secretary for the second time and still holds that position.

Jim has worked tirelessly for Model Yachting magazine, first as Technical Editor for seven years, then as its Illustration Editor for three more years. Anyone who has worked on the magazine knows that the magazine staff positions you hold do not even begin to fully describe the commitment and scope of work that must go into the publication. His other contributions include writing articles, taking pictures, editing/proof-reading and at times helping to guide the layout.

As a deserved tribute to Jim's tireless efforts on behalf of the AMYA and model yachting last year he was elected to the AMYA Hall of Fame.

To quote another AMYA member, "Jim just exudes model yachting" and "....there is no telling how far his influence has spread." when it comes to model yachting Jim has been a coach, a mentor, a writer, a designer and an friend; essentially a tireless devotee. More importantly for the AMYA Jim has demonstrated his ability to understand and coordinate complex agendas and build consensus among individuals with dif-

fering opinions. He has shown a consistent ability to work beyond regional club affiliations and across the various yachting class lines to promote the AMYA and model yachting as a whole. He truly represents the type of person we all want to have in our clubs and the type of leader the AMYA needs to lead us into the future.

It is with great pleasure that I nominate Jim Linville to be President of the AMYA.

Cliff Martin, AMYA #9660

I am happy to second the nomination of Jim Linville for President of the AMYA. I have known Jim for more than 50 years and I believe that I can say without fear of contradiction that he is an idea man who will serve the AMYA well.

Theodore Roybal, AMYA #16161

I write this in support of my friend, and shipmate, Jim Linville. Jim is well known for his many long-time efforts and service on behalf of the AMYA. He has been an active, working editor of Model Yachting magazine since 1998. He started serving as US One Meter Class Secretary in 2000. He started serving again as Region 1 Director in 2009. Of course, Jim has been an active US One Meter skipper, and has travelled all over our country to regattas. He is also a member and competing skipper of many other classes. Jim is a worker and leader, and an active AMYA Ambassador. Jim is well qualified to serve with distinction, and it is fitting and appropriate that we elect him as our President.

It is a pleasure having two fine candidates for President of our Association, but I would rather see the contest be for Vice President. I know Bruce Zemke, and heartily support his candidacy, but that is not my point. The duties of Vice President of our Association require an active officer, and this office is an ideal way to understand the leadership required of our President. Some Vice Presidents decide not to pursue election as President, so it would be inappropriate to change our Bylaws to reflect this succession of office. Still, the course that I think will yield the best result for our Association is the general opinion that the person we elect as Vice President will likely be elected our next President. Let future contests focus on multiple candidates for Vice President, rather than President, thereby implying that we prefer our Vice President to be our next President.

John Davis, AMYA 1984.

Thanks to my friends Cliff and Ted for nominating me for the office of President of the AMYA. It is with pride and humility that I accept their nomination and ask the members for their votes.

Many of you know me personally, and many more know me through my technical articles in Model Yachting. For what it's worth,

I'm a member of the AMYA's Hall of Fame, and I have served the association in many volunteer positions, including more than eight years as the US One Meter Class Secretary.

I'm proud to be a member of what some people call the "AMYA Establishment," and while (if I'm elected) I will probably make some changes in the way we operate, you will find the same people continuing to do the jobs they have done so well for so long. The President alone has the power to appoint members to fill three positions: (1) the Editor of Model Yachting magazine, (2) the Executive Secretary, and (3) the Membership Secretary. Voting for me will assure that John Davis will continue heading up the great team that produces our number one membership benefit, Model Yachting magazine. John Hanks III will continue as Executive Secretary, and Michelle Dannenhoffer will continue as Membership Secretary. Furthermore, I will ask Dave Twohig to continue as Historian, Doug Hemingway to continue as our Regatta Coordinator and database guru, and Earl Boebert to continue heading up the team that is doing such a great job with our new website.

In my opinion, managing the AMYA is about stewardship, not about business, and shouldn't be run strictly like a business. It's an association of people who enjoy the same hobby/sport. I believe that model yachting is a hobby/sport, not an occupation, and that it should be run for, and by, its members. Further, I believe that our local clubs are the heart of the AMYA. Without local clubs there would be no national organization, and the foremost purpose of the AMYA should be to help its local clubs succeed. If elected, I will make it one of my major priorities to try to help our local clubs grow and prosper.

I believe in open communication, but I also intend to participate in our hobby/sport. Please understand that I don't do social networks, like Facebook or MySpace; I don't tweet, and I don't waste a lot of time surfing forums; instead, I spend my time building and sailing model yachts. Isn't that what it's all about? Please don't misunderstand me; I enjoy talking about model yachting and model yachts. I will always be available via telephone and e-mail, but I don't intend to spend hours, daily, online. However that may be, the AMYA's elected officials need to communicate closely with our members, whether they want to or not. Therefore, if I'm elected, it is my intention to keep our members informed by appointing an unbiased member of the association (who is not a member of the Board of Directors) to sit in on all Board of Director meetings and discussions to take minutes for posting on the AMYA website. Obviously these published minutes cannot include discussions that (a) reflect on the reputation, character, physical condition, or mental health of any individual; (b) review charges of misconduct brought against any individual; (c) consider the disciplining or dismissal of any individual; (d) discuss strategy

in litigation; and (e) payment or negotiations with paid employees. Even with these common sense exclusions, we will all be better informed about how our directors do their jobs.

I'm retired from the publishing industry where I edited and managed technical projects that often became best sellers. I worked for two not-for-profit organizations that derived the most of their income from their publishing arms. I know publishing, and as I noted before, I believe that Model Yachting magazine is our number one membership benefit. It must be protected as a printed, tangible, archivable magazine for our members.

Again, I ask for your vote. I believe I'm qualified and will do a great job. If you see fit to elect me as your president, I will do my best to serve you in a way that will reflect positively on our association.

Jim Linville, AMYA #8224

**Dave Brawner, AMYA #7413**, Nominated by Jarl Wathne, AMYA #8167, Second by Gerhard Kelter, AMYA #5104, Second by Roderick Carr, AMYA #002

*Comments:* Dave has been racing model yachts since 1988 and has won National Championships in two classes. He has been Regatta Director at all levels of competition including the Nationals in many classes as well as being Club Commodore of the Mid-Atlantic MYC for many years.

But the important questions are why Dave and why now for this incredibly vital job?

The AMYA is a very important organization to our sport of model yachting in the USA. Its purpose is to ensure the orderly management of our sport and to represent us to other national and international sailing organizations. The AMYA also promotes model yachting with the magazine "Model Yachting", its web site TheAMYA.org and by providing resources for local clubs and individual skippers. Its budget is made up of money collected in our dues and like any successful business that money must be used in an efficient and accountable manner to succeed in being of maximum benefit to us. Its members, clubs, directors and officers are spread across the entire country. So ease of communication for both the receiving and sending of information is vital. Yet as the AMYA membership has increased and technology has advanced, the structure holding the organization together has not kept pace.

Dave Brawner has been a very successful business owner for 23 years. He excels at identifying operational problems and then coming up with solutions. But then, most importantly, he actually implements those solutions.

For our sport of model yachting he identified that more people would race if they didn't have to make their own lead ballast. So he helped solve that by organizing a "Pour Party" at his house every January for more than 10 yrs running. He also saw that there were not enough

hull manufacturers for some of the classes sailed in his region. So he learned how to lay up fiberglass and with friends made molds for both classes and became a manufacturer of excellent hulls (DB Yachts) which have won multiple Nationals. These molds have now been passed on to others. He also identifies problems on an individual scale at lakeside where he is constantly mentoring to new skippers. He has had such a positive influence on our sport of model yachting that one class awarded him a Lifetime Service Award and that was several years ago.

He can identify problems on a national scale and then help solve them. He was elected Region 2 Director and quickly saw that the AMYA had a major communication problem in both directions.

Problem #1 - It was difficult to communicate to the AMYA using the old email service.

Solution #1 - Dave completely overhauled the email system, which now is elegant in its simplicity and reliability.

Problem #2 - There was a lack of timely communications coming from the AMYA.

Solution #2 - Dave created, maintains and operates the AMYA Bulletin which is sent by email on a regular basis with recent regatta results and news of current events in our sport.

Problem #3 - AMYA web site information was difficult to access and often not reliable and out of date.

Solution #3 - Dave helped form the web site management group to start from scratch with the new web site. He installed a data integrity program to coordinate data updates between the new AMYA data base and the new web site.

As you can see Dave has a long history in our sport of model yachting and has been successful in the competition, the service and the leadership roles.

But what you can't see unless you have already worked alongside him, as I and many others have, is how he achieves his successes. Here is my race analogy. He identifies the next rounding mark (goal), finds the favored track by analyzing all the course data available (asks for the opinion of those with the knowledge of the issue), identifies the obstacles on the course and then keeps his boat moving forward. As a result he is that rare combination of a great competitor as well as a pleasure to sail (and work) alongside. In his case this applies to both on and off the course.

Dave Brawner has the energy, the vision, the business skills and the leadership skills to help guide our AMYA into the future.

Jarl Wathne, AMYA #8167

I am proud to second the nomination of Dave Brawner (AMYA #7413 to become the President of AMYA. Having known Dave and competed against him on the best venues along the West Coast, in the Mid-West, along the East Coast and in Florida for the fifteen last years, he has proven to be not only the most organized, competitive and Corinthian spirited sailor and

team player I have met to date but also the best Ambassador for model yachting, whom our sport could ever wish to have. Due to his long time involvement in - and enthusiasm for - the sport and in-depth knowledge of all facets of our hobby, he always cheerfully lends a helping hand to clubs and individuals when called upon on organizational, regulatory and technical issues; and with the help of modern Internet communication technology, he opens his house for live broadcasting of his annual "Lead Pour Party". Pursuing and using such modern communication technology is currently the most cost effective and quickest way for spreading news bulletins and response to membership's inquiries and interests— it has already won accolades both nationally and internationally! Dave is already a proven diplomat for our sport; voting for him, you will also get a brilliant, responsible and responsive leader for AMYA and its membership.

Gerhard Kelter, AMYA #5104

I am pleased to have the opportunity to second the nomination of Dave Brawner (AMYA #7413) for the AMYA President. AMYA needs the skills and talents that Dave has shown consistently through his long association with all aspects of the hobby. As the hobby world changes, AMYA's leadership must be willing to chart a proactive course into the future to guarantee that the skippers we serve are provided with the best crafted information and responsiveness available. My association with Dave has been long and productive. I always know where he stands. I can always trust him to give his best advice without the complications of an alternative agenda. And most importantly, if he says he will do something, it is done and done well. I'm proud to support him for AMYA's top office and look forward to a bright future with his hand on the tiller.

Roderick Carr, AMYA #002

My name is Dave Brawner and I am a candidate for President of the AMYA. Just to set the tone early in the election process, I'd like to make some things clear:

The AMYA is staffed by a wonderful group of volunteers.

Membership is growing.

My counterpart in this election is every bit as involved with our hobby as I am.

Past administrations should be applauded for their efforts to keep the AMYA alive during lean times.

The AMYA is the business of promoting our hobby. As a member, you should only have to worry about where the wind is coming from. As President, I want to make it that way.

There has been a terrific effort by past administrations to build the membership. A great selling point has been the magazine *Model Yachting*, which is a Herculean effort to assemble quarter after quarter. All involved, in-

cluding my counterpart, should be very proud of the results of their efforts.

If everything is so rosy, why am I needed?

While emphasis has been put on membership growth, improvement to the infrastructure to support it has not kept pace. Solving this type of issue is what I do for a living. Some of the things needed for a business to be able to support and sustain growth:

**Communications:** In my short time on the Board, I have completely rebuilt the email system, created the Bulletin and participated in the web management team creating the new AMYA web site.

**Budgetary Planning:** My efforts here have been to stress the need for timeliness and accuracy in the budget process. I have worked closely with Treasurer, John Skerry on many budget issues. It is fair to say that I have been a very active participant in the process.

**Long Range Planning:** The idea of an association is that individuals reap the benefits of the group. Start with the concept that any effort repeated by clubs or class secretaries could be handled by the AMYA if desired.

Have you ever had difficulty registering a boat?

Wouldn't it be cool to register it on line and print your registration card right then? One class secretary on their own might not have the time or resources to accomplish that.

This is where the concept of an association comes into play. The AMYA has the resources to accomplish this. Would it be easy? Probable not. Are there obstacles? Sure. My job as President of the AMYA is to make beneficial concepts reality.

As the AMYA provides services that you would expect from an organization, the membership will realize more value from their dues.

As with many businesses, there is a creative side and a management side. Within the AMYA, the creative side puts out the magazine, which is where my computer shines. On the other hand, my entire professional life has been spent in operational management providing just the type of leadership and planning that is needed to improve the AMYA to service you, the member and manage our future growth.

There is much to be done. With your vote, I can keep this momentum going. Thank you.

Dave Brawner, AMYA #7413

Come January 1, 2011, we will have a new organization president. We are fortunate to have two dedicated men vying for the job. Both have many good qualifications. While I am not a strong computer person, our organization needs someone at the top who is. Hopefully you all have seen the e-mail news letter which I believe is the brainchild of Dave Brauner. I believe that alone is enough to tip the scales in his favor.

Jack Ward, AMYA 14169

**One Nomination for Vice-President:**

**Bruce Zemke, AMYA #13228,** nomi-

nated by Jim Linville, AMYA #8224, second by Charles Rinehart, AMYA #10192

**Comments:** I nominate Bruce Zemke, AMYA #13228, for the office of AMYA Vice-President. Bruce Zemke joined the AMYA and Detroit Model Yacht Club in June 2003. At that time the DMYC had four fleets: AC, Marblehead, US One Meter and Victoria. By the end of that sailing season, Bruce was participating in all four classes and had sailed in the AC NCR in Rochester, NY. He was also a member of the Ann Arbor MYC for the 2004 season. In 2008, Bruce returned to Iowa following a 40 year engineering career with General Motors in Michigan. He is now an active member of the Iowa Model Yacht Racing Club (#142).

In 2004 Bruce was nominated and elected to be Detroit MYC's US1M Fleet Captain. His goal was to double the size of the fleet. Several new and old club members, who enjoyed the friendly competition acquired US1M boats and the fleet's decline was reversed. Bruce was re-elected US1M Fleet Captain in 2005, 2006 and 2007. Because of the planned move to Iowa he declined the nomination in 2008.

Bruce has actively supported several other AMYA Regional and National Championship Regattas (AC, Victoria, IOM and EC12) that the Detroit MYC hosted and participated in some of them. He is responsible for the Detroit MYC's US1M "end of season all day" Jack Frost Regatta held each October. In 2004 he took responsibility for running the club's Wednesday afternoon Fun Sail when its initial organizer moved to the East Coast.

In 2009 Bruce was elected AMYA Director for Region Four, where he has worked diligently to improve communication and increase AMYA membership. Since this effort is just being launched, its methodology is still being developed and its results are uncertain. If successful it might provide a model to organize and recruit members in areas of the country that are not as densely populated, when compared to southern Michigan. It seems to me that Bruce's experience with a relatively large metropolitan area club (Detroit MYC) and with a smaller club, (IMYRC that has 20 percent of its membership located over 100 miles from Des Moines) has exposed him to a broad variety of issues that many AMYA clubs face, especially those in our large western and mid-western states.

I met Bruce at the 2005 US One Meter National Championship Regatta in Detroit. As the US1M Fleet Captain, he organized and managed that event (supported by several Detroit MYC members who helped make the event successful).

It is my firm belief that Bruce will make a great Vice-President. He is someone I can work with and his managerial skills, intelligence and passion for our shared hobby/sport will serve us all well. Therefore it is without reservation that I nominate Bruce Zemke to be the next Vice-President of AMYA.

Jim Linville, AMYA #8224

I understand that Jim Linville has placed the name of Bruce Zemke, AMYA member 13228, for the position of Vice-President of the AMYA for the 2010 season.

I would like to second this nomination, for I am in agreement with Jim's assessment that Bruce would make a valuable contribution to the organization. I am currently a member of the AMYA and my membership number is 10192. In addition I am a current member of the Iowa Model Yacht Racing Club #142. I feel Bruce's very capable and dedicated service to the organization will do much to further our goals.

Charles Rinehart, AMYA #10192

#### One Nomination for **Treasurer**.

**John Skerry, AMYA #11072F**, Nominated by Pete Maxson, AMYA #7670, Second by Jim Linville, AMYA #8224

Comments: I nominate John Skerry to a second term as Treasurer of the AMYA. Mr. Skerry has shown during his first term that he is knowledgeable and thorough in all of his actions. He has updated the system we use and has an excellent relationship with our Membership Secretary. He has served the AMYA well and I am confident he will continue this service as our Treasurer.

Peter Maxson, AMYA #7670

#### One Nomination for **Region 1 Director**.

**Peter Maxson, AMYA #7670**, Nominated by Paul Meskill, AMYA #062, Second by David Twohig, AMYA #13629

Comments: Pete has served AMYA in many ways. He is very aware of current affairs facing the Board of Directors. Pete has been a Director of this region before and will serve this region well.

Paul Meskill, AMYA #063

I am pleased to second Pete Maxson's nomination for Director of Region 1 of the AMYA. I have worked with him for over 7 years and have found that he always has what is beneficial for the AMYA as his main aim in serving the AMYA. He will bring a sense of history and a wealth of knowledge to the position of Director.

David Twohig, AMYA #13629

There is no nomination for **Region 2 Director**.

#### **Incumbent & Nominated Class Secretaries:**

Marblehead: **Standley Goodwin**, incumbent

36/600: **Jay Barnes**, incumbent

10 Rater: **Mark Gee**, incumbent

Star 45: **Larry Ludwig**, incumbent

Newport 12: **Don Dixon**, incumbent

Open Class: **Bill Young**, incumbent

AC: **Gene Wisner**, incumbent

V-32: **Steve Pratt**, incumbent

Fairwind: **Rick Moynahan**, incumbent

Footy: **Bill Hagerup**, incumbent

Pea Pod: **Sam Bell**, incumbent

#### Two Nominations for **ODOM**:

##### **Bill Mullica**, incumbent

Most ODOM owners are probably wondering what this is about. Although I've tried to determine the answer to that question over the past several weeks, I still don't know for sure either. A small group of ODOM owners from northern California is apparently attempting a "hostile takeover" of the Class. Your Class Owners Association (COA) has been trying to find out what they're trying to accomplish and to give them what they want by working within the current class organization. This is a recap of what has been happening.

-They complained that they didn't think the ODOM COA was "properly formed" back in 1995. The COA Administration Committee disagreed but, not to belabor the point, offered to hold another vote of all registered ODOM owners to see whether they wanted to continue with the COA or convert to an AMYA Class Secretary type of administration. Their response: TOTAL SILENCE...no discussion...nothing.

-They complained that the COA had been TOO HARD on GRP (the only approved manufacturer of ODOM kits and spare parts). I have been putting pressure on GRP to improve their dismal performance and customer service. I have also tried to find other manufacturers so that GRP no longer has a monopoly on the ODOM business. They apparently think that putting pressure GRP is counter productive to improving performance. The COA Admin Committee offered to appoint one of THEM to handle communications between the COA and GRP and to not interfere so long as good progress was being made toward improved availability of kits and parts. Their response: TOTAL SILENCE...no discussion...nothing.

-Thinking that it might just be a personality conflict, I offered to resign as Chairman and even to resign from the COA Admin Committee if it would ease tension and move things forward to the benefit of the Class. Their response: TOTAL SILENCE...no discussion...nothing.

I, and the other members of the Admin Committee, have bent over backward trying to find out what this group wanted and to make the necessary accommodations within the COA...all to no avail. The only conclusion I can draw is that this is a power play, pure and simple. If elected, I have absolutely no idea what Jess Atkinson and his crew have in store for us. Do you feel lucky? Me neither. So please vote for me, Bill Mullica. I promise to continue to serve and defend the Class and YOUR Class Owners Association as I have done for the past 15 years...just getting the job done for the benefit of ALL boat owners.

For further discussion of this ballot issue, please go to (<http://www.rcsailtalk.com/view-topic.php?f=14&t=2222>).

Thanks for your support. Bill Mullica, AMYA 7911

**Jess Atkinson**, AMYA #8941, Nominated by Hap McGill, AMYA #13236, ODOM #335, Second by John Ebey, AMYA #12803, ODOM #593

Comments: It is with a great deal of pleasure that I nominate Jess Atkinson to the position of ODOM Class Secretary. Based on the following information there is no doubt in my mind that Jess Atkinson is the perfect person for this position.

1. Jess bought his first ODOM in 1994 after start his R/C sailing in the Soling 50 fleet with a boat that was handed down from his uncle.

2. Over the years Jess has built 5 ODOMs and currently sails two with a new kit on the shelf.

3. Jess started racing ODOMs on the national level in 1998. His highest finish was second in the 2003 ODOM Nationals. He has trophied four times and last year in San Diego he finished third.

4. Jess created the largest ODOM event west of the Mississippi. The "ODOM Spring Championships" starting in 2001, is sponsored by the North Bay R/C Sailing Club. In 2003 34 boats participated in the event and since then the event has had, on average, 25 entries.

5. Jess was co-founder of the Alameda Model Yacht Club. Currently he serves on the Board of Directors of the North Bay R/C Sailing Club (AMYA #38).

6. Jess does his best to work with and inspire newcomers to the sport of R/C sailing. He is very active within the Region and is a great advocate for the sport, especially as pertains to the ODOM Class.

7. Lastly, Jess is an out spoken supporter of AMYA and strongly believes in all of the principles that comprise the core values of the organization.

As you can see from the above I am a huge supporter of Jess an all that he does for our great sport of R/C sailing.

Hap McGill, ODOM 335

Jess's wealth of knowledge, willingness to foster our beloved sport and his specific involvement with the ODOM Class makes Jess an excellent candidate.

John Ebey, ODOM #593

I would like to echo the sentiments of both Hap McGill and John Ebey regarding the qualifications of Jess Atkinson to assume the position of ODOM Class Secretary. In my 55 years of racing sail boats, large, small and R/C, one thing that I know for certain is that passive fleet management leads to a lack of interest and ultimately fleet demise. Although I appreciate the efforts Bill Mullica has put forth in support of the ODOM fleet, I believe that effort has been passive. As examples, I have not seen any ODOM fleet activity reported in the AMYA magazine for months and notification of our Nationals, scheduled for 01 and 02 May 2010 in Monterey, California is not included in the latest issue of *Model Yachting*. Accordingly

I believe the ODOM fleet has not been represented in a positive manner as possible.

I have known and raced with Jess Atkinson for many years. He is an active member of several local R/C sailing clubs and I firmly believe he will move the ODOM Class forward with a positive and active program. I urge you to confirm Jess Atkinson as the new ODOM Fleet Secretary. Steve Schneider, ODOM #317 and #420

Hello fellow ODOM owners. My name is Jess Atkinson and I am running for the position of ODOM Class Secretary.

Some may ask why the ODOM class needs a new Class Secretary so let me give you my vision of the future of the class. If elected, I plan to focus on several key issues:

-Pro-active class management, improving two way communications with the fleet.

-Growing the class.

-A better working relationship with the AMYA.

-Working with the ODOM manufacturer to improve his relationship with the fleet and prospective buyers.

Over the past few years class management has moved away from the AMYA and the class has stagnated because of this. I believe we need to re-establish a strong, functional relationship with the group that holds us all together and provides us with valuable resources such as Group Pond Insurance and Officers and Directors Liability Insurance.

I am a long time, active participant in the ODOM class with a history of initiating regattas that encourage newcomers to join the fleet. Others have seen my commitment to the class and I trust you will also.

I have an established relationship with Adrian Olson yachts, and know some of the underlying issues that others may not know. I have been actively working with him in his efforts to re-invent his business to improve the availability of kits and parts. Many have been caught in a bad situation during GRP's efforts to stay in business. As of this time Adrian is the only supplier of ODOMs and by working more closely with him, I hope to help with improving the supply of boats for the class.

Without Adrian Olson Yachts (formerly GRP), we would not have a builder for the class.

The upcoming election is an important one as it will be the first time in my recollection that the class has had an opportunity to VOTE for (versus having an appointed) Class Secretary. Paul Wong, in 1995 when the class formed, was the first Class Secretary. In 1997 he appointed Bill Mullica; in 1999, Bill resigns and appoints Eric Evans; in 2001, Eric resigns and re-appoints Bill Mullica. As a result, ODOM owners have yet to vote for a Class Secretary.

So, please consider where the fleet currently is and where it can go under new "elected" management. I encourage you to be active,

look for the ballot in the next Model Yachting magazine and vote for Jess Atkinson as your next ODOM Class Secretary.

Thank you for your consideration, Jess Atkinson, AMYA 8941F

## **AMYA 2010 Motions**

### **Bylaw Motions**

**BL-M1:** Reapportion Region 3 and add region 7 to 3.2.1.

Change 3.2.1. to read: The seven Regions shall be fixed geographic areas listed below:

Change Region 3 to read - Region 3-Southeastern: DC, VA, W. VA, NC, SC, TN, AL and GA.

Add Region 7 as follows - Region 7 - Southern: FL and all of the Caribbean

Motion made by Jack Wubbe, AMYA #7827, Second by Ray Seta, AMYA #8640

*Comments:* Region 3 with 800+ members is the largest Region in the AMYA,. Florida with 500+ members and growing has created an unbalanced condition between the 8 northern states and DC in Region 3. By re-apportioning Region 3 into 2 Regions it would give each a Director who could better serve the AMYA membership and clubs. After re-apportionment the approximate AMYA regional membership would look like this (Region/Members):

1/380, 2/275, 3/330, 4/440, 5/290, 6/600, 7/500.

Jack Wubbe, AMYA #7827

This is our election issue, and while there are no specific US 12 issues to be voted upon, there are issues that have relevance to our class. We have nearly 160 registered owners, and over 100 call Florida home for at least part of the year. Having Florida as a separate Region makes a lot of sense for our class and for AMYA in general. The country should probably be divided into more Regions, but this is a start. The numbers I have heard are that over 500 AMYA members live in Florida. As with our class, I believe that the number probably exceeds 600 when the Snow Birds are added in. The arguments against the change seem weak. An even number of board members appears inconsequential. When was the last time other than this particular issue when we have heard about a board vote, let alone a tie vote. The organization needs a new brochure with current information and a current web address. A seventh Region won't add to that expense.

Jack Ward, AMYA 14169

I respectfully ask the members of the AMYA to vote NO to this Proposal to increase the number of our Regions to seven. Yes, regardless of what has been posted, we all vote on this proposal. I have no quarrel with the concept of making the populous Florida a separate region, but rather than create more regions than we

need, and create the problem of a Board of Directors with 10 voting members (seven Region Directors and three Executive Board) with the probability of constant tied votes, there is a better solution that would make Florida a separate Region.

Last year, I proposed making Florida and California separate Regions 7 and 8, but after our Board rejected my proposal and another that just separated Florida as Region 7, I came to realize that more Regions are simply too many. We are a relatively small organization of a bit less than 3,000 members, and we do not need a larger board to govern us and likely stall our ability to make decisions. It would be better to go back to a method of At-Large Directors than obsess about the size of our Regions. But it would be worse yet to create a Board of even numbers (10), clouding that Board's decision making process with tie votes. It has been argued that a tie vote is a no vote, but I know most of us are going to be dissatisfied with tied-vote decisions regarding the issues we care about. We need majority decisions because in favor, or opposed, those are clear decisions.

A slight reorganization of our Eastern Regions would allow Florida to become Region 3. Shift Pennsylvania, New York City, and Long Island from Region 2 to Region 1. The balance of states in Region 2 would remain Region 2. Shift all states (except Florida) in the current Region 3 to this new Region 2. Florida becomes Region 3. The Eastern Regions would be more balanced in member head count, and we would then retain a Board of Directors of nine voting members, allowing for majority decisions.

Please reject this current proposal to add a region, and I will make this revised six-region proposal a motion next year. With reorganization, Florida can be a Region, and we can maintain a Board of Directors that can make clear decisions by majority vote.

John Davis, AMYA 1984.

**BL-M2:** Changing the wording in By Law 7.19 by adding "shall be retained as an AMYA office" to the last sentence.

By Law 7.19 to read - Class Owners Association may be formed to administer existing AMYA classes and then become recognized by the AMYA. The requirements for recognition shall be the same as for a new class except that a vote of all current registered owners shall be required. The vote shall be administered by the AMYA and certified by the Executive Secretary. If a majority of the votes cast favor recognition of the Class Owners Association and all of the other requirements are met the AMYA shall recognize the Class Owners Association. The current owners shall automatically become members of the new Class Owners Association and the position of Class Secretary *shall be retained as an AMYA office.*

Motion made by Rod Carr, AMYA #002, Second by Peter Maxson, AMYA #7670

*Comments:* The purpose of this motion is to provide an AMYA Class Secretary as the direct link between AMYA and the Class Owners Association. Under the present situation, AMYA has no ability to protect its members who have been taken into a COA and then subjected to actions that are not in the best interest of the sport and its members. By retaining a Class Secretary as a link, AMYA can at least ensure that the members have the option to elect the leader of the Class every two years. Reestablishing an AMYA Class Secretary as the legitimate interface between the members of the class and the AMYA will strengthen the relationship between the class and the AMYA and provide support for dues paying AMYA members who are also members of the Class Owners Association.

Rod Carr, AMYA #002

The COA is made up of a group of skip-pers that are from multiple AMYA regions and clubs. Collectively this group can represent the interests of the class as a whole much better than a single individual. Let's not take a step backwards. Vote No on BL-M2. Jeff Hallett 9651

On behalf of our respective Class Owners Associations (Seawind COA, Micro Magic COA and RG-65 COA) we respectfully disagree with BL-M2, changing the wording of By-Law 7.19 presented by Mr. Carr.

We believe that requiring COA secretary positions to be AMYA offices is unnecessary.

Our experience has been that most secretaries of both AMYA classes and COAs clearly understand their responsibilities to look after the interests of all their members. They clearly understand their role as the link between AMYA and their class or COA and don't need AMYA oversight to ensure this.

We certainly agree that AMYA, as the sanctioning body for classes and COAs, has a legitimate interest to ensure that they all conduct regular periodic elections of their officers through member ballots. We believe that a more appropriate course of action would be to modify AMYA Bylaw 7.16 to include a requirement that all COAs have by-laws specifically requiring such elections in order to be recognized or maintain certification by the AMYA and we would welcome the opportunity to work with the Officers and Board of Directors in drafting such a resolution.

We urge all AMYA members to vote against this Motion.

Andrew Rust, AMYA 13116, Secretary Micro Magic COA

Mike Eades, AMYA 12582, Secretary Sea-Wind COA

Earl Boebert, AMYA 8303, President RG-65 COA

This is like getting a divorce, marrying another woman and then going home to find your

ex-wife still there and refusing to leave!

The intent of the 1995 changes to the AMYA Bylaws was to give the classes a choice of two alternative forms of administration. How do I know? I wrote those changes. The choice is either an AMYA Class Secretary or a Class Owners Association...not both. Please join me in voting NO on this ridiculous motion.

Thanks. Bill Mullica, AMYA ODOM Class Owners Association

#### **BL-M3: Amend 7.2 by adding 7.2.1**

By Law 7.2.1 to read - Any boat or hull once designed and built, which adheres to the class rules when designed and first built, shall remain approved and acceptable to the class.

Motion mad by Biff Martin, AMYA #8784, Second by John Skerry, AMYA #11072

#### **Class Motions**

##### **J-M1: Motion for the J Class**

Motion by David Brawner, #7413, Class Advisory Committee Chairman, J118

Seconded by John Hanks, 2335, J Class Secretary, J24

Motion to replace the entire J Class rule with the proposal listed below.

*Comments:* This rule proposal is the culmination of a yearlong effort headed by the Class Advisory Committee, the Class Secretary and many class members from coast to coast. The intention of this proposal is to better define what our class has become and clarify some parts of our rule that may have been considered vague. The balancing act was to accomplish this without the complexity that often turns people away from a class. Thanks to great input from everyone, we were able to meet our mandate.

#### **AMYA Class Specifications for the J Class Model Yacht**

##### **1.0. GENERAL**

1.1. The J Class Model Yacht is a restricted design model yacht class. The purpose of these rules is to create a class that represents the spirit and beauty of the original J Class Yachts as they sailed in the 1930s. In that vein the hull and deck must be as close to the original as possible in shape unless otherwise specified in the rules

1.2. The boat, not the skipper is entered into events. Changing skippers during an event shall be permitted.

1.3. As necessary, interpretations of the Class Specifications may be requested from the Class Secretary. When issued, interpretations shall be communicated to all class members through the AMYA Quarterly magazine and the J Class web site.

1.3.1 Interpretations are to be temporary to allow class members to challenge them and call for a class vote using the annual AMYA ballot to accept or reject a specific interpretation.

1.3.2. Interpretations not challenged

within one year of issue shall become permanent and incorporated in any subsequent revisions of these specifications.

##### **1.4. Line Drawings**

1.4.1. Line drawings in 1/16 scale by Ser-rao, Taglang, Chevalier, Maine Maritime Museum and M.I.T. are accepted by the class as being within the level of accuracy required.

1.4.2. Line drawings not listed above shall be submitted to the Class Secretary for approval.

##### **2. HULL**

2.1. Hulls shall be a scale model of the yachts listed in the chart in section 10.

2.2. Scale shall be 3/4" equals one foot, also known as 1/16 scale. The exception being the 5/8" scale Whirlwind, which was produced by Vanguard and Whirlwind Model Yachts.

2.3. Exception: The keel draft may be two inches deeper than scale. This addition shall be fair with the lines of the original hull. (wings, bulbs, widening of the keel etc. shall not be permitted)

2.4. Centerboards scaled to original dimensions shall be permitted.

2.5. Hull material is not restricted.

2.6. Minimum bare hull weight shall be 9 pounds. Hulls built and registered with the Class Secretary before 1/1/2011 shall be exempt from this requirement.

##### **3. DECK**

3.1. The deck shall only be constructed from a hard material such as wood, fiberglass (which may have a wood core), and/or Formica.

3.2. Fabric & film decks are not permitted.

3.3. The deck sheer line shall be a fair and continuous curve.

3.4. Original topical deck structures, furniture and fittings may be omitted.

##### **4. RUDDER**

4.1. Rudder shall conform to the original boat from which it was scaled.

4.2. Exception: The rudder may be two inches deeper to follow an extended keel and two inches wider to provide extra maneuvering control.

4.3. There are no material restrictions on the rudder.

##### **5. RIG**

5.1. A spar shall be all aluminum, all wood, or a composite of wood with an interior reinforcing core of any material. The exterior of a composite reinforced mast shall be uniformly wood.

5.2. Mast height may be to scale of the yachts original sail plan, not to exceed 10 feet.

##### **5.3. Booms**

5.3.1. Booms shall be either a scaled version of the boom used on the full size boat or linear without a permanent bend or curve.

5.3.2. Jib booms, including counter weights, shall not extend beyond the bow. In the case of a boat whose original design includes a bow sprit, the jib boom shall not extend past the bow sprit.

5.4. There are no material restrictions on rigging as defined by the Equipment Rules of

Sailing.

5.5. Rotating masts or "swing rigs" are prohibited.

6. SAILS

6.1. Sail area limits are defined in the chart in section 10.

6.2. Any sail plan used by the original boat from which the model was scaled, i.e.: double head sails, genoa, spinnakers, etc. may be used.

6.3. Spinnakers shall be unmeasured sail area.

6.4. Self-tacking jibs may be used in place of original foresail plan.

7. WATERLINE

7.1. Required load waterline length is defined in the chart in section 10.

7.2. Once measured for an event, no alterations shall be made that alter the waterline length, draft or displacement, except as noted in Section 7.4.

7.3. For events where the waterline length, draft and/or displacement are not measured, alterations shall not be made after the first race except as noted in Section 7.4.

7.4. Notwithstanding Section 7.2 & 7.3 jib boom counterweights may be adjusted or changed at any time.

8. RADIO FUNCTIONS

8.1. There are no restrictions on the scope or the amount of radio functions.

9. OPTIONAL ITEMS

9.1. Radial jib fittings may be utilized.

10. YACHTS

LWL inches measured at ready to sail weight.

	Sail Area:	LWL Min.:	LWL Max.:
Original:			
Shamrock	4241	60.81	62.81
Weetamoe	4247	62.25	64.25
Yankee 1934	4100	62.25	64.25
Whirlwind	4128	64.50	66.50
Whirlwind 5/8"	3440	53.75	55.75
Enterprise	4265	60.00	62.00
Velsheda	4242	62.25	64.25
Endeavor	4253	63.00	65.00
Rainbow	4238	61.50	63.50
Endeavor II	4243	64.88	66.88
Yankee 1937	4248	65.25	67.25
Ranger	4245	65.25	67.25

For purposes of this rule, S&S 77A-F shall follow Ranger's measurements.

Converted:

Britannia	4248	65.16	67.16
Astra	4218	57.16	59.16
Cambria	4288	56.25	58.25
Candida	4234	59.58	61.58
Resolute	4248	62.00	64.00
Katoura	3930	56.25	58.25
White Heather II	4992	56.50	58.50
Vanitie	5313	56.25	58.25

Unbuilt:

John Alden Project	4248	60.75	62.75
Wasa/Svea	4262	65.33	67.33
Frank Payne Project	4248	66.16	68.16

End of proposed J Class Rule.

J-M2: Motion for the J Class

Motion by David Brawner, #7413, Class Advisory Committee Chairman, J118

Seconded by John Hanks, 2335, J Class Secretary, J24

This was suggested by class members with the desire to keep the scale like appearance of the class without placing undue burden to replace current sails to meet the requirements of the motion. This motion was designed to be placed within the current rule section 3, or in the proposed rule motion section 6:

Main sail roach shall not exceed 3".

Foresail roach shall not exceed 2".

The head of each sail shall not exceed 1.5".

The roach shall be a fair and continuous curve from head to the clew.

Sails built before 1/1/2011 shall remain legal.

SIM-1M: The class rules be rewritten to correct inconsistencies in the use of language and reorder sentences to improve comprehension. It is proposed to make more uniform the use of words "permit", "prohibit", "unrestricted" and equivalent expressions "may be" and "is required to" and to replace the word "shall" with the present tense of the verb "to be". It is proposed to rewrite and reorder sentences in several rules so as to make them easier to understand. Motion made by Tim Willings, AMYA #10975, Second by Mike Wyatt, AMYA #15299

The rewritten rule is as follows:

1.0 Concept. The definitions, dimensions, limits and restrictions listed are intended to maintain the one-design concept of the class. The concept behind the Soling One Meter class is that a first-time skipper be able to build and sail a model boat that has essentially no performance differences from a boat built by an expert. All aspects related to performance are intended to be restricted to what can be achieved by building the kit in accordance with the manufacturer's assembly manual. Aspects not affecting performance are not strictly controlled. These rules are intended to ensure that all boats are as close as possible with regard to hull, deck, keel, rudder, sails, displacement and ballast. Any obvious attempt to negate or violate this concept will require that the boat be barred from competition until such time as the violation is corrected.

1.1 General. The class specification is defined by these class rules, the control drawings, the manufacturer's assembly manual and applicable rules of the AMYA, in that order. If a feature which could enhance performance is not shown in the manufacturer's assembly manual and not specifically permitted by these class rules, then it is prohibited. All dimensions shown in the manufacturer's assembly manual are to be adhered to unless specifically overridden by the class rules.

2.0 Standard. The class is called the Soling One Meter. Boats conforming to these class rules are built from a kit obtained from an approved manufacturer. The Class Secretary maintains a list of approved manufacturers of the kit.

2.1 Hull and Keel. The hull and keel are to be those supplied in the kit. The keel can be removable or permanently attached to the hull in the location shown on the control drawings.

2.2 Deck, Hatch and Lazarette. The deck is to be that supplied in the kit. Any method of deck attachment is permitted provided that the deck inboard of the hull is unchanged. The deck flange, if any, is permitted to be removed. An alternate hatch cover is permitted but is required to conform in size and shape with that supplied in the kit. One additional deck opening (the lazarette) is permitted in the deck area over the rudder shaft horn assembly. If installed, the lazarette opening is restricted in size to a maximum of 9 square inches (58 sq. cm). the shape of the lazarette and its material is unrestricted.

2.3 Rudder. The rudder is to conform in size and shape to that supplied in the kit. The mounting location is to be as shown on the control drawings.

2.4 Interior Construction. The construction, layout, materials and equipment used inside the hull are unrestricted except where prohibited by any other rule.

3.0 Displacement and Ballast. The minimum ready-to-sail weight of the boat is to be 10 pounds (4.536 kg). the ready-to-sail weight includes the radio receiver, batteries, steering servo, sail control unit, sails and rigging.

3.1 Materials. Ballast is to consist of lead shot permanently bonded in the keel. Molded, solid lead ballast is prohibited.

4.0 Spars. The mast and booms (club) are to be made of solid wood or plywood. Hollow spars are prohibited. A slotted mast is permitted. Spars are not to exceed the size of the original spars supplied in the kit except that the jib boom is permitted to be up to 15-1/2 inches (381 mm) long. No weight is to be added to the jib club (jib boom) forward of the swivel.

5.0 Rigging. The use of commercially available or home made fittings, fairleads, turnbuckles, screw eyes, eye bolts, tangs, bowsies, goosenecks, boom vang, mast jacks, mast cranes, outhauls and woven or braded wire for shrouds and stays is permitted. Fairleads (sheet exit guides) are not to extend higher than 1/2 inch (12.7 mm) above the deck. Longer screw eyes or through deck eye bolts are permitted to replace screw eyes supplied in with the kit.

5.1 Standing Rigging. The use of multiple diamond rigging is permitted. A permanent backstay is required. The ends of the spreaders are not to extend beyond the width of the hull at the mast. Spreader are to be made of wood, aluminum or brass. Spreader are not to be angled fore or aft at the mast. The shrouds or side stays descending from the outer ends of the spreaders are to attach either to the mast as shown in the manufacturer's assembly manual (the diamond stays) or to the deck in the range shown by the General configuration Control Drawing Note 4. if diamond stays are used and located as shown in the manufacture's assembly manual, a second set

of stays is permitted to be attached between the spreaders and the deck in the range shown by the General Configuration Drawing Note 4.

**5.2 Mast Crane (Backstay Bracket).** The mast crane is permitted to be longer than the one supplied in the kit and/or mounted at an angle as shown on the control drawings. The mast crane is permitted to be constructed of wood, aluminum or brass. The lower end of the backstay is permitted to be attached at , but not beyond, the transom.

**5.3 Mainsail Height.** The maximum height of the mainsail from the deck is not to exceed 51-1/4 inches (1302 mm).

**5.4 Jib Stay Attachment.** The height from the deck to the jib stay attachment on the mast is not to exceed 45-3/4 inches (1162 mm) including the jack screw, if used.

**5.5 Wind Indicators.** The use of a wind indicator or wind vane on the top of the mast is permitted.

**5.6 Deck Layout.** Deck hardware is to be located in conformance with the control drawings. The method of attachment to the deck of any hardware is unrestricted. Racks are permitted to be mounted on the deck in place of screw eyes. If fittings exist in alternate locations not permitted by the control drawings, the permitted positions are to be clearly marked.

**5.7 Mast Step.** The mast is required to be stepped on-deck but any mast step arrangement is permitted.

**5.8 Running Rigging.** Each out haul, Cunningham and/or halyard is to be attached to only a single spar. The use of a separate jib halyard is permitted. Topping lifts are prohibited.

**6.0 Sails.** Sails are to be single-panel and are to be cut to match the control drawings.

**6.1 Sail Material.** Sails are only to be made from woven polyester fiber cloth, having a thickness of .004 to .007 inches (.1016 to .1778 mm).

#### **6.2 Battens.**

**6.2.1 Mainsail.** No more than 3 battens positioned in such a way that the leech is divided into 4 equal parts. Maximum batten length: top 5 inches (127 mm), middle 6 inches (152 mm), bottom 4 inches (102 mm).

**6.2.2. Jib sail.** No more than 2 battens positioned in such a way that the leech is divided into 3 equal parts. Maximum batten lengths: top 4 inches (102 mm), bottom 2.5 inches (64 mm).

**6.3 Sail Reinforcement.** The sails are permitted to be reinforced by addition of woven material within 3 inches (76mm) of the head, tack and clew corners and within ¼ inch (6.4 mm) of the leech edge.

**6.4 Sail Numbers and Class Logo.** Sail numbers are to be a minimum of 3 inches (76 mm) in height and 3/8 inches (9.5 mm) in stroke width, located as shown in the control drawings. The class logo is optional but if displayed, is to be located as shown on the control drawings. Alternatively, sails are permitted to be in accordance with the Racing Rules of Sailing (current edition), Appendix E, Rule E6 and Appendix G.

**7.0 Radio.** Any brand and type of radio equipment is permitted. Transmitters and receivers are permitted to have more than two channels provided that only two channels are used. One channel is required to be used for sail sheet control only and one channel is required to be used for rudder control only. The use of a backstay tensioner, extra jib trimmer or jib twitcher is prohibited.

**8.0 Adhesives.** The use of any adhesive is permitted to bond any part provided with the kit or permitted by these rules.

**9.0 Control Drawings.** The following control drawings are part of the class rules:

**9.1 Sail Control Drawing** dated 14 February 2005.

**9.2 General Configuration Control Drawing** dated 14 February 2005.

**10.0 Assembly Manual.** The manufacturer's assembly manual is included with the kit and has a revision date of September 1987 or July 1997. Note: These drawings have not changed and are not included in this motion.

End of proposed Soling One Meter Class Rule.

*Comments:* The class secretary, Tim Willings, in his quest for clearer and more uniform language to make the class rules less ambiguous, has put before you a top-to-bottom rewrite of those rules. He is right that the rules use a variety of language to express similar desires, but one of his changes baffles the mind. He doesn't seem to like the auxiliary verb *shall* and has stripped it from the proposed rules, replacing it with the present tense of the verb to be. In this action he appears to have done the opposite of what he is striving to do. The rules verbiage may be more consistent, but result is less forceful.

According to Merriam Webster's dictionary, *shall* is defined as follows: "2a) used to express a command or exhortation <you shall go> b) used in laws, regulations, or directives to express what is mandatory <it shall be unlawful to carry firearms>."

The class rules are the class regulations, the class laws. Replacing *shall* with the present tense of the verb to be makes a rule less forceful, maybe indicating that it will happen, maybe tomorrow, maybe 1,000 years from now (an exaggeration to be sure), but just an indication of future direction, not a command.

Skippers looking for a competitive edge—that's most of us—will jump in and take it, the natural result of writing rules in less than clear, firm language.

AMYA bylaw 7.11.5 states: Approved changes are to be dated and are effective for a minimum of two years. Motions for change within the two year minimum period must be approved by a majority vote of the Board of Directors. (2001).

If this motion passes, the Soling One Meter Class Rules will be frozen, in their entirety, for two years, unless someone can convince the AMYA Board of Directors to vote to allow them to be changed.

So, please, vote No on SIM-1M. Let's come back next year and change individual rules, as needed, carefully, one by one.

Pat Butterworth, SIM #2319.

**SIM-M2:** Change 2.3 Rudder to delete references to smaller size in the rule.

Change 2.3 Rudder to read: The rudder is to conform in size and shape to that supplied in the kit. The mounting location is to be as shown on the control drawings.

Motion made by Tim Willings, AMYA #10975, Second by Mike Wyatt, AMYA #15229

*Comments:* The class rules are intended to ensure that major component parts (hull, keel, deck and rudder) conform in size and shape from boat to boat. The rudder is the only "wetted component" that comes with the kit that the class rules allow to be replaced. A replacement part can be no smaller or larger than original component that shipped with the kit and must be the same size and shape. It is inconsistent that the class rules would permit the replacement of the rudder with a smaller rudder in thickness or in shape.

Tim Willings, AMYA #10975

#### **Executive Secretary Note:**

SIM-M3 and SIM-M4 affect the placement of bulkheads in the hull. SIM-M3 mandates bulkhead placement and SIM-M4 allows them to be removed. Either one of, or both of these motions can be defeated if they do not receive a majority of yes votes. If both motions are defeated then the current section governing the placement of bulkheads will prevail. If both motions pass then the motion that receives the most yes votes will prevail.

**SIM-M3:** Change 2.2 Deck, Bulkheads, Hatch and Lazarette to read: The deck shall be that supplied in the kit. Any method of deck attachment is permitted provided that the deck in-board of the hull is unchanged. The deck flange, if any, may be removed. An alternate hatch cover may be fabricated but must conform with that supplied by the kit. The bulkheads (one forward and one aft) are to be those supplied in the kit and located in accordance with the manufacturer's assembly manual. The cutouts in the bulkheads may be enlarged, provided that at no point at the underside of the deck or where the bulkhead matches the profile of the hull is the depth of the bulkhead to be any less than ½ inch (12.5 mm). Bulkhead(s) that match the profile of the bulkheads supplied in the kit may be fabricated of other materials but are to be installed in addition to the bulkheads supplied in the kit. An alternate hatch cover may be fabricated but conform with that supplied in the kit. One opening (hole) may be in the deck area over the rudder shaft horn assembly. This opening, to be known as the lazarette, is optional. If installed the, the lazarette opening in the deck is restricted in size to a maximum of

9 square inches (58 sq. cm). The shape of the lazarette and its covering material is uncontrolled. Motion made by Tim Willings, AMYA #10975, Second by David Allsebrook, AMYA #8096

*Comments:* This motion is made to explicitly prohibit building a boat without forward and aft bulkheads. The manufacturer's (Victor Model Products) assembly manual shows both forward and aft bulkheads and are an integral part of the assembly of the hull and deck in accordance with the manufacturer's assembly manual. Rule 2.4 is not to be interpreted to mean that the installation of the bulkheads is optional. It is proposed to include an additional illustration on the general configuration control drawing that provides a minimum width and depth for the forward and aft bulkheads (openings not to be larger than, retained bulkheads not to be thinner than) to prescribe a limit on the practice of "cutting down" of the factory provided bulkheads. It is further proposed to allow reinforcement of the bulkhead(s) and provide a means whereby bulkheads can be retrofitted to boats built without.

Tim Willings, AMYA #10975

The issue of bulkheads has come up again. This issue was voted on by the class in the fall of 2003. The result of the vote was clear. Bulkheads were not required. So for the past seven years Charleston Model Yacht Club has been building boats without bulkheads--for the reasons stated below--and now there is a motion to require us to put the bulkheads back in the boats. How many times must we vote on the same issue?

The forced use of the bulkheads supplied in the kit has several negative aspects.

-After a certain amount of time the bulkheads have been known to cause a split in the hull at the installation sites. This is hastened if the carrier provided by VMY is used, so that the hull rests in a sling and the keel does not rest on a support.

-Our club has also had boats hit hard by the bow of another boat just forward or aft of the bulkheads. This has resulted in cracks in the hull (the hull cannot flex by the bulkheads to absorb the impact). It is almost impossible to repair these cracks if they are in front of the forward or behind the aft bulkheads

-Any damage to the hull of the boat is much easier to repair without the bulkheads.

-We have also had problems with decks cracking at the mast step. Eliminating the bulkhead in this area and using alternate support methods have solved this problem.

-It is also much easier to adjust or repair the rudder area without the aft bulkhead in place.

-The bulkheads unnecessarily limit accessibility and visibility to the fore and aft parts of the boat.

-Our club has had several boats go to the bottom after being hit and holed. Recovering the boat off the bottom can be a real problem.

Without the bulkheads in place, our club has found it very easy to place three small air bags (the type used in packing) in the bow and two air bags in the stern; the holed boat will now float until it is retrieved.

-It has been stated that omitting the bulkheads would or could somehow change the configuration of the hull. This is invalid. In comparisons made between boats without bulkheads and boats with bulkheads, (when making the comparisons we used boats supplied by Victor Model Yachts), no differences were found in the hull measurements of the boats. Measurements can be made before a regatta at check-in time, along with the other inspections, such as weight, length, etc., to ascertain whether a boat adheres to the specifications of the class.

-The last major issue is that there are no provisions for grandfathering in this motion. At least 30 skippers in our club alone and many more in other clubs would instantly be illegal, with no possibility of retrofit. It would be virtually impossible to install the factory-supplied bulkheads once the boat has been built without them. Do all these members now have to buy new boats? We suggest we honor the vote of the members from 2003.

We suggest members of the Soling One Meter Class reject S1M-M3 and vote for S1M-M4

Charleston Model Yacht Club, William A. Foster, AMYA #12606, Reichard Kahle AMYA # 8019, Bill Coates AMYA #3100

**S1M-M4:** Change 2.4 Interior Construction to read: The construction, layout, materials and equipment used inside the hull are unrestricted except where prohibited by any other rule. If an alternate method of reinforcing the deck at the mast step and mainsheet exit is provided, the hull and deck may be assembled without the forward and aft bulkheads supplied in the kit. Motion made by Tim Willings, AMYA # 10975, Second by Mike Wyatt, AMYA #15299

*Comments:* Questions about "bulkheadless" construction and the suggestion that the practice violates the rules has prompted a focused effort on the part of the Class Advisory Council to remove any ambiguity and to modify the class rules consistent with the will of the majority of the class membership. The proposed revision is not intended to allow the class rules to remain unchanged on this issue and with a majority vote in support of S1M-M3 or S1M-M4 this issue will be closed and the class will unambiguously require or leave optional the installation of forward and aft bulkheads.

Tim Willinga, AMYA #10975

**S1M-M5:** Change 5.8 Running Rigging to allow installation of a Topping Lift.

Change 5.8 Running Rigging to read: Any outhauls, cunninghams and halyards shall each be attached to a single spar. The use of a

separate jib halyard is permitted. A main topping lift is prohibited. The use of a jib topping lift, an adjustable line rigged from the aft end of the jib boom (club) to the front of the mast where the forestay (jib stay) and jib halyard are attached, is permitted. Motion made by Tom Lenhart, AMYA #10486, Second by Tim Willings, AMYA #10975

*Comments:* An AMYA recognized club/local sailing fleet have petitioned to see the class rules changed to reverse the prohibition of a jib topping lift. The CAC recognizes that local fleets can and do adopt local exceptions to the class rules. Light weight sails and topping lifts are two examples of things that have commonly been experimented with in local fleets. It has been the class experience that adoption of local exceptions to the class rules can be very harmful. The CAC does not support the proposed change to permit jib topping lifts nor the adoption of local fleet exceptions to the class rules.

Tim Willings, AMYA 10975

The addition of a simple, inexpensive Jib Topping Lift will greatly improve the efficiency of the Soling's sail plan. This improvement is accomplished by permitting adjustment of the shape of the jib sail without disturbing the shape of the main. See MY volume #159, pages 12 and 13 for a further discussion of its use as prepared by Rod Carr and a picture of a topping lift in place.

This modification is recommended to the Soling fleet not only to enhance the sailing capability of a wonderful boat but to also ensure that the boat continues its reputation as a good sailor and desirable club fleet boat.

As a result of its relatively low cost, ease of construction and national popularity, the Soling is frequently considered to be one of the best entry level boats for new participants in radio controlled sailing and racing. The addition of a topping lift will enhance the Soling's value as a training and skill development boat because many other AMYA sanctioned classes depend upon correct adjustment of a jib topping lift to assume and maintain competitive sail shape.

This is not a new or radical bit of rigging as it is used on many of the current AMYA sanctioned yachts and was historically, an integral part of the rigging of most gaff supported sails as a means of controlling sail shape. The topping lift was likely not included in the manufacturer's original plan as they were developing a commercial toy and not a competition racing yacht.

The topping lift will also serve to extend the useful life of a Soling's sails as it helps to prevent undesirably tension and stretching of the jib leech. The topping lift does not add any additional loads to the sail plan or to the other parts of the rigging as it takes the load presently carried by the jib leech.

Tom Lenhart, AMYA #10486

End of Nominations & Motions.